

(ESTABLISHED 1881.)

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SINGLE COPY, 25 CENTS.

Intimations.

 NATIONAL ASSOCIATION OF MANUFACTURERS

JAPAN  COALS.

THE MITSUI BÜSSAN KAISHA
(MITSUI & Co.)
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HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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Telegraphic Address: **"MITSUI"** (A.B.C. and A 1 Codes).

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotama, Hokeku, Horido, Ichimura, Kannoda, Mameda, Manamoru,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshikotani, Yoshio, Yonokibara and other Coals.

THE CITY OF PARIS,
2, PEDDER STREET,
(OPPOSITE THE HONGKONG HOTEL),
MADAME FLINT, Manageress.
SPECIAL LOW PRICES

SPECIAL LOW PRICES
FOR
AUTUMN COSTUMES.
SEE DESIGNS IN OUR WINDOWS.
Hongkong, 11th September, 1966

D. NUMA, TATTOOER,
66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in **TATTOOING** is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attainable by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. H. The Emperor of Russia, both honoured me with their patronage; besides many other

of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD. HAVE ON HAND 4000 Cubic Feet of
JUST UNPACKED.

A. CHAZALON & CO.

COLD STORAGE available at **EAST POINT**.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1907. (71)

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
DO. AU CITRON.
FISH PASTE FOR SANDWICH.

NIKKO CO.
WHOLESALE AND RETAIL DEALERS,
in all kinds of
**JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.**

AT MODERATE PRICES. Orders Promptly Executed. No. 5, ARSENAL STREET. Hongkong. Hongkong, 28th April, 1906. [510]	STREAKY BACON, BATH CHOPS, &c. ALSO GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES. Hongkong, 21st July, 1906. [511]
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HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.
H. HAYNES,
Manager. [25]
Hongkong, 15th March, 1906.

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56:
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1909. 131

VICTORIA HOTEL, SHAMEEN, CANTON, ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

261 Wm. FARMER, Proprietor

OCCIDENTAL HOTEL. EXCELLENT CUISINE	KING EDWARD HOTEL. A HIGH CLASS PRIVATE HOTEL.
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EXCELLENT COUSINE.
MODERATE PRICES.
ELECTRIC FANS

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FAN

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

1111 BROADWAY, NEW YORK.

(If required),
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

EDWIN ROAD, KOWLOON. Hongkong, 19th May, 1904,	(38)	Hongkong, 4th December, 1905,	(39)	MANAGER.
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Intimations.

Powell's

ALEXANDRA
BUILDINGS.

JUST ARRIVED

from Europe.

FASHIONABLE
COSTUMES

Smart, Well-cut and

Dainty.

Reasonable Prices.

A Choice Selection
of the
NEWEST AUTUMN
JACKETS

from

\$14.50

Each.

Some Up-to-date Light
and Medium-weight
TWEED
DRESS
SKIRTS

Well-made, Smart.

Also

DRESS FABRICS,
GLOVES, LACES,
TRIMMINGS,
BLOUSESand a dozen of the
Very LatestFEATHER
STOLES.

Inspection Invited.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 9th October, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES

AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE

BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA

SERONGS.

MANDARIN COATS, COTTON

SHIRTS.

SILK LACE SCARFS. AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
General Managers

Hongkong, 2nd October, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions

from Messrs. SHEWAN, TOMES & Co.,

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 19th October, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

The Spanish Steamer

"NEIL MACLEOD,"

(as she now lies in Yau-ma-tei Bay),

Conditions of Sale:—

The Ship will be sold as she now lies with

all fittings, gear, &c., &c.

TERMS:—Cash before delivery; 25 % of the

purchase money to be paid on the fall of the

hammer, balance and clearance to be effected

within 7 days after date of sale.

Inspecting orders can be obtained from the

Undersigned.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th October, 1906.

THE HONGKONG AND KOWLOON

WHARF AND GODOWN CO.,
LIMITED.

NOTICE is hereby given that a quantity of

CARGO saved during and since the

Typhoon of the 18th September, 1906, and at

present lying in this Company's Kowloon

Godowns, will be sold by Public Auction on

MONDAY, October 22nd, at 11 A.M., if not

previously claimed.

The Cargo can be inspected at any time

upon application to the Undersigned.

R. J. MACGOWAN,
Acting Secretary.

Hongkong, 10th October, 1906.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) which doctors

do not name, but which few of them really

understand. It is simply weakness—a break-down

of the vital force that sustains the system.

The master what may be because (for they are all

most numberless) the symptoms are such (as the

more punishment bring sleeplessness, sense of

exhaustion or weakness, depression of spirits and

want of energy for all the ordinary affairs of life.

Now, what alone is absolutely essential in all such

cases is increased vitality—vigour.

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience

hopes that a night's rest will do the day's work

more certainly secured by a course of the cele-

brated life-restoring tonic.

THERAPION No. 3

than by any other known combination. So surely

as it is taken in accordance with the printed

directions accompanying it, will the shattered

health be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH.

and a new resilience imparted in place of what

has lately seemed worn-out, "used up," and

languid. This wonderful restorative is purely

vegetable and innocuous. It is agreeable to the taste

—suitable for all constitutions and conditions. It

purifies the blood and is difficult to imagine a case of

dyspepsia or derangement, whose main features are

those of debility, that will not be speedily and

permanently benefited by this never-failing restor-

ative essence, which is destined to cast into

oblivion everything that has preceded it for this

widely-spread and numerous class of human ailments.

THERAPION is sold by

chemists throughout the world. Price, 1/6 per bottle.

This preparation appears on British Government

Stamps (the white letters on a red ground) affixed

to every package (bottle) of this famous THERAPION

Cleansers, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,

Hongkong, China and Manila.

Notice of Firm.

NOTICE.

WE have Established ourselves to-day
under the Firm name "ULDERUP
& SCHLUTER," Hongkong, as GENERAL
MERCHANTS and ENGINEERING AGENTS.Y. P. ULDERUP,
C. SCHLUTER.

Office: 1 & 2, Beaconsfield Arcade.

Hongkong, 15th October, 1906.

Consignees.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Bagdad* and *Medoa*, from Havre ex
s.s. *Bayard*, and from Bordeaux ex s.s.
Ville de Marquette, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 22nd October, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 2nd October, or they will not be recognised.

All damaged packages will be examined on

MONDAY, the 2nd October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th October, 1906.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 19th instant, will be
landed at Consignees' risk and expense. Claims
for loss or damage to Cargo landed into Godown,
at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th October, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP

AND LONDON.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, having arrived from the

above ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 18th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on the 18th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th October, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon where each

consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

5 hours.

Goods not cleared by the 17th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignees' and

the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days

of the steamer's arrival here after which date

they cannot be recognised.

No claims will be admitted after the Goods

have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 11th October, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10c.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

A MODERN FLYING DUTCHMAN.

STEAMER SUDDENLY DISAPPEARS WITH
ALL HANDS.

Copenhagen, Sept. 14.

The captain of the steamship *Dagmar*, which
has arrived at Jutland, tells of a remarkable
incident in the Kattegat.

He says he passed a steamer going at quite

supernatural speed at three miles distance.

He did not notice the name, but she had

three masts. Suddenly the unknown steamer

went to pieces, the stern first going down into

the sea and the stem rising out of the water.

Two minutes later she had gone down and

entirely disappeared. The captain believed he

had seen a modern Flying Dutchman, and

steered towards the scene of the disaster. He

found, however, only lifebelts and barrels, but

no living soul.

He believes that the steamer was loaded

with coal from England, and that an explosion

occurred whereby all the crew were killed im-
mediately.The weather was rough at the time.—*Morn-*
ing Leader.

DIAMOND ISLAND.

THE SEARCH FOR GEMS AMONG GUANO.

As the treasure ship *Xema* gets nearer its

destination speculation grows more and more

animated as to the whereabouts of the Diamond

Island.

—A new guess was hazarded in yesterday's

(Sept. 14) *Times* by Mr. E. De Pass. "Mr. De

Pass puts his faith in Seal Island, the largest

of the group of Guano Islands. He has a

curious reason for his belief.

"Fifty-four years ago," he says, "I was on

this island, in company with a Capt. Parker, of

Hull, whose vessel my firm had chartered, to

load guano. From the interstices of the rocks

we picked up some stones, which Capt. Parker

thought at first were diamonds. He afterwards

came to the conclusion that they were only

rock-crystals. I was too young to interest

myself much in the matter."

JONES'S FIND.

A *Leader* representative submitted this sug-
gestion to the syndicate, but Mr. E. Kenyon-
Collis, the manager, would neither confirm nor

deny the statement that Seal Island was the

objective of the *Xema*.

"Rock-crystals," he remarked, "may exist

on many islands, and on Seal Island it may

have been rock-crystals that Capt. Parker and

Mr. De Pass saw. But so far as our enter-
prise is concerned, it must be remembered

that the late Capt. Jones obtained stones

which one of his sailors submitted to expert

opinion, which pronounced them to be dia-
monds. As a result of this, Jones himself

went out, and returned with a large parcel of

stones, which he showed to Griffith, who is at

the head of our mining enterprise, and Griffith,

after a most minute and careful examination,

extending over many days, declared the stones

to be diamonds of the first water.

PRECIOUS STONES GALORE.

"Not only did the parcel include most valu-
able diamonds, but also large quantities of

jaspers, agates, and other inferior precious stones,

which indicate very frequently the presence of

diamonds. I understand the family of Mr. De

Pass were at one time the owners of one of the

Guano islands, though I am not quite certain.

It would be extremely interesting if Mr. De

Pass could obtain from Capt. Parker (if he be

still alive) or his family any of the so-called

pieces of rock crystal, for they may prove an

other source of diamonds.

As to the suggested proclamation of the

Cape Government forbidding the expedition

to land on the Guano Islands, it is hardly

contingent that at this early stage the

Cape Government would prohibit the possi-

bility of locating a source of diamonds, see-

ing that diamond mines are one of the prin-

ciple revenues of the colony. The revenue from

Intimation.



"STILL LEADING."

**WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.**

\$15 per case.

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House, Road, and should be accompanied by the Writer's Name and Address.

Delivery business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 16, 1906.

COMMERCIAL MORALITY IN HONGKONG.

Amid the multitude of disasters which have recently occurred in the Colony comparatively little attention has been given by the general public to the significant strike of ship carpenters which began last week. People had a plenitude of other events to engross their thought, but now that there is a lull—which we earnestly trust will be prolonged—in the series of catastrophes which have overwhelmed Hongkong, the subject of the strike will come into prominence for more reasons than are generally realised. There can not be the slightest doubt that the workmen were inspired to demand higher wages by the knowledge that at the present moment when, as a result of the typhoon, the shipbuilding and shiprepairing yards are working at the highest pressure, their services were most necessary, if not absolutely indispensable. They thought they saw their opportunity to force the hands of the employers of labour and compel them to grant their demands. On the principle that "it's an ill wind," etc., they were resolved to profit by the misfortunes of their neighbours—a fact which is all the more to be deprecated in face of the generous response of the general community to the relief fund which is being organised for the benefit of the sufferers. The ship carpenters, however, had no thought except for themselves, and no object but to line their pockets at the expense of those who have been most seriously affected by the storm. When it is stated that something like a thousand carpenters are employed at the Hongkong and

Whampoa docks alone it will be realised that the situation created by the defection of the workers in this branch of the shipbuilding and shiprepairing industry required strong measures of suppression. In these days when companies as well as individuals have to fight continuously against the keenest competition of rivals and even a temporary cessation of labour may inflict permanent damage, the outlook from the masters' point of view was far from promising. Moreover, an increase of 20 cents per day per man means an immense aggregate total at the end of the year, and might possibly swallow up a large proportion of the profits of the most successful undertaking. Accordingly, the employers, both European and Chinese, met together for concerted action and decided to resist the claims of the workers to the uttermost. Then an incident occurred which scarcely reflects credit on one firm which had not agreed to abide by the decision of the majority. The European companies, with a solitary exception, and all the Chinese employers loyally remained true to their promise, but the exception in question quietly went behind the backs of the others and continued the concession of increased wages demanded by the men. The firm in question is of no great importance, perhaps, but their methods were calculated to encourage the strikers in their attempt to coerce the other companies into complying similarly with their demands. Many divergent opinions are held on the subject of commercial morality, but we venture to submit that such action as that referred to will be considered reprehensible even by those holding wide views on this particular question. The fact that the firm in question deliberately promulgated the announcement that they were prepared to offer higher wages than any other firm in the Colony; the object being obviously to attract the skilled carpenters from Hongkong's largest industrial undertaking—the Hongkong and Whampoa Dock Company—when that enterprise was busily endeavouring to repair in part the damage wrought by the typhoon, may be reckoned smart business, but it was scarcely sound policy. It simply fomented bad feeling among the men, and engendered the strike. Fortunately the "coup" is likely to rebound on the heads of those who engineered it, and all their ingenuity is likely to lead to their own undoing. For it is reported with some degree of authority that the strike is at an end and the carpenters will return to work to-morrow morning or, at the latest, in a few days, at the old rate of wages. Already a considerable number have given up the fight as futile and withdrawn from their adhesion to the strikers. It could hardly be otherwise when the carpenters are without an effective organisation, without funds, and without the sympathy of the public. There was also the possibility that the Government would have stepped into the breach and given the strikers plainly to understand that such action in times of necessity and trial would not be tolerated in Hongkong. Not only were the interests of the shipbuilding and shiprepairing companies in the balance but the trade of the Colony was at stake. The feature of the movement, however, has been the methods adopted by the particular firm referred to in their endeavour to outwit all competitors. There is an old adage that he laughs best who laughs last, and few will deny that the laugh is with the majority of employers of carpenters who will continue to pay their men at the old rate while the "clever" and farseeing firm, who thought to glean advantages while their rivals remained inactive, will in all probability be compelled to pay at the increased rate. Yet it is not a pleasant episode in the commercial annals of the Colony, nor we venture to hope one which is likely to occur again.

STRANDED IN HONGKONG.

The unfortunate case of men who are stranded in Hongkong through no fault of their own was vividly illustrated some time ago when two Englishmen, who had been engaged at home for a Manila firm and found on arrival there that covenanted labour was illegal, had to return to Hongkong penniless and well-nigh hopeless. The matter was brought to the attention of the Government and eventually the men were sent back to England on board the *Essex*. That was an instance where the parties concerned were engaged to work in a foreign country. Doubtless, if they had taken the trouble to inquire, they could have learned in England before leaving that labour contracted outside the Philippine Islands was prohibited by law, just as it is in the United States, Australia—except for special reasons which are clearly detailed—and probably in other countries. But there are some people who never think of taking ordinary steps to find out what they accept on trust, and only discover their fatuity when it is too late. They have themselves to blame, of course, although it is always disagreeable to see presumably respectable artisans or clerks obliged to associate or be associated with

the ordinary beachcomber. A case has occurred in Hongkong however, which is quite distinct from the usual run of such instances, and exhibits some special features which should commend it to the attention of the benevolent. About a year ago an Englishman, or at least a British subject, was engaged in British Columbia to superintend the erection of some machinery in Hongkong. The terms were very favourable, as they must necessarily be before a skilled workman will leave a certainty and abandon the prospects to which honest effort has entitled him. However, the high salary offered, the roscate picture of the possibilities drawn by the intermediary, and everything else induced the Britisher to embark for Hongkong where he probably thought he would make his fortune in rather less than no time. Unfortunately for him, while he was on the high seas travelling with a bounding heart across the Pacific, the firm in Hongkong which had engaged his services went into bankruptcy. When the covenanted man arrived here he landed to a series of difficulties and misfortunes of which he could have had little experience in the past. He found the partners of the firm, who endeavoured to keep up his spirits by alluring tales of what they intended to do in the immediate future. They might be bankrupt now but brighter days were dawning. All that was necessary was patience, together with that virtue which springs eternal in the human breast. Meanwhile they lodged and fed the victim of their misfortunes and even managed to pay his salary for two months. The Britisher was a quiet, steady, honourable and straight forward man—not a young man by any means, nor addicted to gadding about. He had passed the age when the frivolities and follies of youth appeal to the imagination. At the end of six months he was still hoping against hope that the machinery which he was engaged to erect would appear, but that machinery had long since been returned to the makers, and there was no sign that the partners in the bankrupt firm were likely to be in a position to start in business again. He was still being fed and lodged at the expense, as he thought, of those who had engaged him. When a year had elapsed, the parties responsible for his visit to Hongkong told him that they had no use for his services, that they could not maintain him any longer, in fact that they had not maintained him for nine months' back, and that he must find his way back to British Columbia as best he could. Here he was then, without a penny in his pocket, without the prospect of earning board and lodging, liable to be kicked into the street at a moment's notice. He could not sue his so-called employer because there were no effects on which he could recover. The case commended itself to a gentleman who became interested in him and he is temporarily dependent on his charity. The old man is incapable of working his passage across the Pacific with the result that the outlook is gloomy in the extreme. If the Government was able to assist a couple of men who had not been engaged for Hongkong at all but for a foreign country, surely then it is bound to assist one who came direct to Hongkong on information which might have been quite trustworthy at the time but proved unfounded before he had reached the Colony. His case is sadder than that of the young men who went to Manila and found a closed door. It is certainly an instance of misfortune piling on misfortune, and it is an instance, we submit, which is worthy of the attention of the authorities.

KOWLOON'S LAWBREAKERS.

While we have no desire to cast any slur on the character or morale of the Baluchi regiment now stationed at Kowloon, it must appear to every disinterested reader that there must be something radically wrong with the discipline of the corps when individual members are continually to be found menacing Europeans, prowling in forbidden grounds, assaulting innocent Chinese who have injured them in no way, and practically holding up the settlement in their spare hours. The latest report that they violently assaulted a well-known European in his own private garden because he remonstrated with them for trespassing, and impudently told him to mind his own business, is about the last straw. Kowloon cannot be permitted to remain in the control or at the mercy of a gang of soldiers many of whom appear to be little better than bandits and lawbreakers generally. It is said that so frightened have the Chinese constables become at the conduct of the Baluchis that they flee at sight of the soldiers who on the other hand have the temerity to chase the constables to the very doorstep of the police station. What renders the latest outrage more disgraceful than the others with which they are charged is the fact that the men were armed with rifles and bayonets, and it was with a bayoneted weapon that they foully struck their victim. This is carrying the matter a little too far; more, it casts a stigma on the regiment. We do not believe for a moment that the entire regiment is to blame

for these unwarranted attacks on Kowloon residents, but it is plain there is an infusion of rowdies, not to say scamps, in the corps, which should be stamped out by the officers. No regiment is immaculate, although many of them may claim that distinction, and it frequently happens that the best fighting men are the most uncontrollable in times of peace. But that occurs only in a few individual cases, not in batches, and even then the ruffians have some sense of decency as a rule. If this state of things is allowed to continue we shall hear of women and children barring themselves in their houses in fear and terror lest the Baluchis have a fit of passion. Kowloon during the day time is a city of women-kind; most of the males are employed in Hongkong, leaving their wives and families unprotected on the peninsula. Should the Baluchis break out in a fanatical attack on the helpless women the result would be too terrible to contemplate. Perhaps the picture is overdrawn but what can we infer from the assaults made repeatedly on Chinese and now on Europeans? It behoves the officers of the corps to keep a firmer grip on the men under their command, otherwise the people of Hongkong and Kowloon will be under the necessity of considering whether the Baluchis shall be allowed to remain in the Colony.

LOCAL AND GENERAL.

THE *Montana* sailed from Manila on 11th inst for Hongkong for repairs. The vessel will be thoroughly overhauled. Her owners are Messrs. Gutierrez Hermanos.

VICEROY Shun Chuen-hsien's daughter has been engaged to the son of the Inspector of Public Instruction in the Kwantung province. The betrothal ceremony was performed on the first of this month.

POLICE-sergeant Gordon, of No. 7 Police Station, proceeded against a shopkeeper, of No. 287, Des Voeux Road West, before Mr. F. A. Hazelard, at the Police Court this morning, for storing twenty-seven tins of kerosene oil in his shop, on the 11th instant. The oil should have been stored in a properly constructed well. The defendant pleaded guilty to the charge and a fine of \$15 was imposed.

GAGIA Giuseppe, an Italian, who was formerly a railway foreman in Haiphong, gave himself up to the police at the Central Station last night and begged for a night's accommodation. He informed Inspector Warnock that he had no money and no fixed place of abode. The Italian was held overnight, and this morning he appeared before Mr. H. J. Gompertz on a charge of being a vagrant. Giuseppe pleaded guilty and was sent to the House of Detention. He also asked the police to communicate with his Consul.

A REGULAR convocation of the Naval and Military Royal Arch Chapter, No. 302 S.C., was held in the Masonic Hall, Zealand Street, on Monday, the 15th inst., when the following officers were elected for the ensuing year, and were duly installed in their various offices by M.E. Companion Dr. G. P. Jordan, assisted by M.E. Companion C. Fittock—M.E.Z., M.E. Companion A.W. Hill; M.E.H., M.E. Companion J. Smith; M.E.J., M.E. Companion J. Mel. Gibson; Scribe E. E. Companion J. J. Blake; Scribe N. E. Companion J. Roberts; Treasurer, M.E. Companion R. Horley; P. So, J. E. Companion N. A. Johansson; S.S.O.J., E. Companion J. Hutcherson; J. So, J. E. Companion Young Lee; Chancellor, E. Companion J. Anderson; Steward, E. Companion C. B. Parkinson; Junior, E. Companion J. Vanstone.

I AM Cheung, a boatman, of third class cargo-boat No. 1,222, was held in police custody this morning, by order of Mr. H. J. Gompertz, to enable the police to secure other witnesses to prove their case against him. The charge against him is that of obtaining \$15 from a shopkeeper of No. 22, Bonham Strand, yesterday, under false pretences. The shopkeeper engaged a cargo-boat to ship some cargo to a steamer. A bargain was struck between the parties that \$15 would cover the job. Defendant heard all that was said. Several hours later, as it is alleged, defendant went to the shopkeeper, said that the cargo had been delivered and received the money. Defendant had no sooner turned the corner than the real boatman called for his money and hearing that it was paid to his *joki* and knowing that no *joki* of his had come ashore, they got on defendant's track and arrested him. The police do not expect a conviction will follow, for they allege that when the money was paid over to defendant there was no witness present. The case was remanded until to-morrow.

NG TSOI, a coolie, was arraigned before Mr. H. J. Gompertz, at the Police Court, to-day, at the instance of Inspector Collett, on a charge of stealing three gold bangles, valued at \$50 from a woman residing at No. 6, Yat Tai Lane, last night. Ng went to the house in question to visit a friend. Passing one of the cubicles he saw a woman sleeping on a bed. Her hand, with the bangles, hung over the side of the bed. Ng paid particular notice to that, and when his friend went into the verandah he slipped into the sleeping woman's cubicle. Picking up a pair of scissors that was lying on a side table, Ng crept up to the bed and clipped the bangles off her wrist. The woman awoke in time to see Ng leaving her room, and discovering that her bangles were gone, she raised a roar. Ng fled into the kitchen and pitched the bangles down the drain. The bangles were recovered, and Ng was given in charge. Evidence was heard, and his Worship sentenced accused to six weeks' hard labour, six hours' stocks, to receive ten strokes of the birch, and ultimately to be deported.

CANTON DAY BY DAY.

SUNDAY'S CONFLAGRATIONS.

[From Our Own Correspondent.]

Canton, 15th October.
It is reported that the Viceroy has approached and asked Admiral Li Chuen and the Provincial Treasurer Wu to contribute a sum of \$500,000 each, and the Prefect Chan of Kwongchow 1/2 each, to contribute a sum of \$100,000 to the Government. The Prefect has promised half the amount asked for, namely, \$50,000, but the Viceroy refused to accept the offer. The Expectant Prefect Chai Wai Tung, ex-magistrate of Pun Yü, has also agreed to pay \$50,000.

A MONSTROUS FINE.

A partner of Wang Chong Wah, a wealthy and famous medicinal oil firm, has been arrested by the orders of the Viceroy, because the firm refused to accept Canton notes, as issued by the Mint, as equivalent to its face value, but at a discount of 7 per cent. It is reported that the Viceroy has fined the firm \$100,000 before the release of the partner.

THE ANNIVERSARY OF CONFUCIUS.

Yesterday being the anniversary of Confucius, all schools, etc. observed the day as a holiday. Scholars of the different schools and colleges marched to the Temple of Confucius, inside the city walls, to pay their respects to the ancient sage. Many business places and newspaper offices were gaily decorated for the occasion and the dragon flag was seen floating everywhere. All native newspapers observed to-day as a general holiday and no papers were published.

SUNDAY'S CONFLAGRATIONS.

At 4 o'clock on Sunday morning a fire of a serious nature broke out at Shakee Street, opposite the Shamen. The fire originated at Hing Kee's, a grocery, near the Western Bridge of the Shamen, and spread rapidly. Before it was got under control, it burnt out the Barracks of Captain Young and several buildings on one side and on the other side it destroyed the Mutual Stores and others. In all, about nine buildings were destroyed. But owing to the promptitude and good work of the Shamen Brigade A. S. Watson's Shakee branch (next to the Mutual Stores) was saved. The amount of damage is not yet known.

Another large conflagration occurred in the evening about 7 o'clock at Tung Tuck Street off Shakee Street. About ten buildings were completely destroyed. The Chinese fire carts proved quite unequal to the occasion. For a time the entire neighbourhood was in danger. After burning for about three hours the fire was got under control. The fire originated at a tobacco shop's store. Included among those destroyed is a large restaurant.

THE S.S. "KINSHAN."

UNSUCCESSFUL ATTEMPT AT RE-FLOATING.

When we stated last evening that it was the confident anticipation of most people that the s.s. *Kinshan* would be seen in the harbour this morning, we were recording the opinion of a gentleman who is competent to speak with authority on the subject of salvaging operations. Disappointment was felt to-day when the tug *Robert Cooke* steamed into the harbour about half-past ten in the forenoon without the *Kinshan* in tow. From inquiries we learned that the *Robert Cooke* started to try and tow off the *Kinshan* at 7 o'clock this morning, Capt. W. C. Clarke being personally on board the tug to direct and superintend operations. It is not stated that there was not a sufficient depth of water as on the occasion of the first attempt. The tide this morning was quite high enough, and thanks to the efficiency of the dredger *Canton River* the channel which she cut was quite deep enough to allow of the *Kinshan* sliding out if the tenacious hold of the bed of the bay at Brothers' Point would just release it of a little of its grip. As it was although every effort was exerted on the part of the powerful *Robert Cooke*, our information is that the river steamer would not budge. It looks as if the gang of villagers will find more occupation shortly in digging around the *Kinshan* at the point of her firmly embedded bow. At any rate those in charge of the refloating operations can be trusted to employ the best and the most expeditious method to effect their purpose.

The position of the *Kinshan* is in no wise jeopardised by this third failure in getting her off. In fact, she is as safe and secure as ever, and it is a question of but a few days longer before success should ultimately be met with. Meanwhile it is to be regretted that she cannot yet take her berth on the Canton River trade, since crippled as the river service has been by the docking of the *Fatshan*, the stranding of the *Heungshan*, the benching of the *Lungshan*, the transference of the *Honam* to maintain the s.s. *Hankow* service, and more recently the burning of the *Kinshan* to her familiar berth would be most welcome. It is a consummation to be wished for no less by her shareholders than by the travelling public, and especially the Chinese with whom the *Kinshan* is a most popular steamer.

A CHINESE detective on duty at Yaumati yesterday met two men coming from the direction of the sea beach. One was carrying a huge piece of copper and the other two large ties. They were stopped and questioned about the goods and as the explanation they tendered to the detective was not satisfactory they were asked to undertake a journey to the police station. The man with the copper slab said he was a marine hawker and the other man a fisherman. The copper was weighed and it fitted the scales to fifty catties, the policeman saying the copper was worth \$14. The two ties which the fisherman was carrying were opened and were found to contain American chewing tobacco. The value of the two ties was put down at \$80. The men were taken before Mr. Gompertz, this morning, at the Magistracy. The marine hawker was fined \$15, and the fisherman was asked to forfeit \$100, for being in unlawful possession of the goods.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

HONGKONG TRAGEDY.

GERMAN SAILORS TRIED SECRETLY.

AWAITING THE COURT-MARTIAL ON THE FLAGSHIP.

[From Our Own Correspondent.]

Shanghai, 16th October.

11.45 a.m.

The German sailors implicated in the fracas at Hongkong on Saturday evening last, when a Japanese restaurant-keeper was stabbed to death and another Japanese seriously wounded, have undergone a preliminary trial before a Naval Court.
The trial was conducted in private.
The arrival of the flagship is now awaited when the men will be formally court-martialled.

OBITUARY.

DEATH OF BISHOP SCHERESCHESKY.

[From Our Own Correspondent.]

Shanghai, 16th October,

11.45 a.m.

Bishop Schereschewsky died in Japan yesterday.

KOWLOON-CANTON RAILWAY.

Negotiations relative to the proposed Kowloon-Canton Railway are not making anything like satisfactory progress. There seems to be a certain amount of hesitation on the part of both sides, says a native paper. The Governor of Hongkong appears to be waiting for Chow Fu to settle matters, and Tsen Chuen-hsueg seems to be also waiting for the same thing, for in case anything should happen that would seem to damage China's interests, he wishes the Peking Government to blame the new Viceroy.—*Shanghai Times*.

JAPANESE SHIP-BUILDING INDUSTRY.

The *Jiji* makes some observations on the rapid growth of the Japanese shipbuilding industry. Five years ago only one or two private firms were in a position to build war-ships, but at the present time war-ships can be built at any of the shipbuilding yards, and the Nippon Yusen Kaisha steamers on the European and Australian lines are now constructed in Japan, the "home-made" vessels being in no way inferior to those built in Europe and America; but at present the materials have to be imported from abroad. The Kawasaki Dock Yard Company keeps in stock shipbuilding materials imported from Europe and America to the value of ¥2,500,000, on which the Dock Yard has of course to pay heavy interest. Of late the manufacture of accessories for shipbuilding has considerably grown in Osaka and the factories there are now able to supply such necessities as paint, compasses, and other materials, besides certain fittings for state rooms, &c., which up to now have had to be imported. The steel plate, which forms the largest part of the materials for building ships, still has to be secured from Europe and America. Steel plate is manufactured at the Kure Naval Arsenal, but the naval authorities are not in a position to supply it to private shipbuilding yards; but when the Wakamatsu Iron Foundry is in a position to supply steel plate, all the materials with but very few exceptions will be obtainable in Japan from Japanese manufacturers and the cost of building steamers in Japan will then be reduced by 35 per cent. of the present cost.

A GAMBLING raid was executed last night by Sergeant Lee and a number of *lufangs* from No. 2 Police Station on a house at No. 12, Yee Wo Street, near Causeway Bay, and nine coolies were seized. They were playing *pat-kau*. Several gamblers escaped during the raid. The accused were charged before Mr. F. A. Hazelard, at the Police Court to-day, when the two leaders were fined \$100 each, and the others \$3 apiece.

SHIPPING AND MAILS.

MAILS DUE.

English (*Delta*) 18th inst., 8 a.m.
American (*Stheria*) 20th inst.
Canadian (*Empress of India*) 21st inst.
German (*Willahad*) 22nd inst.
German (*Roon*) 23rd inst.
German (*Prinz Ludwig*) 23rd inst.
Indian (*Kumsang*) 28th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver at 2 p.m., on 15th inst.
The I. C. S. N. Co.'s s.s. *Kumsang* left Calcutta for this port via the Straits on 15th inst., and may be expected here on 28th inst.
The P. M. S. S. Co.'s s.s. *China* sailed from Yokohama on 17th inst., for Hongkong, via Kobe and Manila, and will be due to arrive at Hongkong on 28th inst.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 5 p.m., on 15th inst., and left again at 7.30 p.m., same day, via Nagasaki for Shanghai, where she is due to arrive at noon, on 18th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

JAPANESE IN MANCHURIA.

RAPID INFLUX OF TRADERS.

INCREASED DEPARTMENTAL ESTIMATES.

[From Our Own Correspondent.]

Shanghai, 16th October.

11.45 a.m.

The influx of Japanese traders, speculators and prospectors into North Manchuria continues unabated.

The Japanese Departmental Estimates for next fiscal year greatly exceed those of the current Budget.

VAH-KADER'S CAPTORS

RECEIVE FOUR THOUSAND DOLLARS.

[From Our Own Correspondent.]

Shanghai, 16th October.

11.45 a.m.

The captors of the notorious bandit Vah-kader, who terrorised the natives in the district of Shanghai for years and was eventually caught by a stratagem and executed last Saturday, have been rewarded with a gift of \$4,000 from the authorities.

[Another.]

French Troops in China.

LONDON, 14th October.

It is understood that France has decided to maintain her troops in China, at the present strength.

The Lord Mayor's Visit to Paris.

The Lord Mayor and Councillors of London have arrived in Paris, on a State visit, and have met with a most enthusiastic reception.

Charitable Bequests.

The death of Mrs. Lewis will release upwards of £3,000,000 for charities, bequeathed by Mrs. Hill's first husband, Mr. Sam Lewis, the famous money lender.

Military Appointment.

Brigadier-General Broadwood has been appointed to the Hongkong command.

Prince von Hohenlohe's Diary.

The newspapers continue to publish columns from Prince von Hohenlohe's diary. The revelation of intriguing and tale bearing with the possibility of sanguinary wars, dependent on the whim of diplomats, have stupefied Germany.

It is believed that the publication is due to Court intrigue.

The German press condemns the reopening of the old wound, and considers that Prince Bismarck cuts a better figure than Prince von Hohenlohe.

The British press considers it as a disclosure of the rottenness of German bureaucracy, and that it will act as a tonic to the German people.

Later.

Scene on a French Race Course.

A crowd at Longchamps, infuriated at the success of an outsider, the favourite being left at the post, invaded the race course, raided and set on fire the official betting offices. A number of bets were returned, and the meeting had to be abandoned. Troops were summoned to maintain order.

The Cuban Insurrection.

Mr. Taft, Mr. Bacon, and General Funston have left Cuba.

A proclamation declares that Mr. Taft's assurances will be carried out, and powers exercised for the preservation of Cuban independence.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 16th at 11.55 a.m.—The barometer has fallen over Japan, and on the E. and N. Coasts of China.

A depression appears to be moving Eastwards over S. Manchuria, and pressure remains slightly low over the Pacific to the S.E. of Formosa.

The area of high pressure remains over S.E. Japan, and another high area is appearing to the N. of the Yangtze.

The monsoon is expected to freshen considerably in the Formosa Channel, and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, E. to N. light to fresh; fine.
2.—Formosa Channel, N.E. winds, freshening considerably.
3.—South coast of China between Hongkong and Lamook, N.E. winds, freshening.
4.—South coast of China between Hongkong and Hainan, N. winds, fresh.

According to a Moji despatch, the Mitsui Bussan Kaisha suffered a loss of property valued at Yen 300,000 by the Hongkong typhoon. Ten lighters are being sent to the Colonial port as the whole of the Company's lighters there were destroyed during the storm.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Boardroom, the usual members being present, when the following business came before the Board: CONSERVANCY BOATS.

A petition from Chan Yau, scavenger and conservancy contractor for Tsim Tsai Tsui, and other places in Kowloon, was submitted to the Board, in which the petitioner said that, owing to the recent great typhoon of the 18th ult., he had lost over twenty of his dust and conservancy boats, of both small and large sizes, as well as a large junk which was used for conveying night-soil to Canton. In this way he had suffered a total loss of \$500. He therefore prayed that he might be granted some compensation to enable him to purchase some new boats.

Mr. Lau Chu Pak (minuted): I don't think the petitioner is telling the truth. The value of all his boats, even if all were wrecked, could not be more than \$500. He had not twenty boats.

Correspondence was also laid on the table regarding the scavenging of the City, in which it was also said that the contractor, having lost all his boats, could not do the work.

The Medical Officer of Health said that the loss of the boats was no excuse for the contractor neglecting his work. As it was at present he only engaged a few coolies to collect the refuse, and they dumped it on the heaps already on the Praya, instead of taking it to Kennedy Town, and consequently the Government was paying for having it removed again from the Praya.

Mr. Humphreys (minuted): If the scavenging work is not being done properly, let the Government do it, and deduct the cost from the scavenging contractor's security. As regards the loss of his boats the contractor will, no doubt, receive some consideration from the Typhoon Relief Fund, half of which is being contributed by the Government.

Mr. Lau Chu Pak (minuted): The best way is for the Government to take over the work, pending the letting of the next contract, giving the new men plenty of time to buy new boats.

The Hon. the Principal Civil Medical Officer (minuted): As stated at the last meeting of the Board, the disposal of the refuse is at present being done by the Government. I doubt whether relief will be given from the Typhoon Relief Fund to the syndicate carrying out this contract.

HUMAN MANURE.

Further correspondence was laid on the table relating to the use of human excreta as manure for vegetable gardens, in which the Principal Civil Medical Officer said that the practice was both disgusting and dangerous as tending to produce typhoid, cholera, and worms, and, according to the scavenging and conservancy by-laws, illegal. The gardeners might be allowed to use stable, cattle and pig manure, though even that was illegal, and the by-law would have to be amended to meet that necessity.

Mr. Lau Chu Pak (minuted): This question has been carefully gone into quite recently. I know of no class in the interior of China who enjoy more robust health than the gardeners, who constantly handle human excreta. As a rule typhoid fever and cholera are not known to have occurred amongst them. If the President's argument is logically carried to the extreme, the importation of vegetables from Canton and the neighbouring villages, which come nearly all the fresh vegetables we consume, will have to be entirely stopped. When this question was last discussed, the acting Medical Officer of Health did not agree with the acting President. I may here again quote the opinion of another expert on the same subject. The Medical Officer of Health of the Shanghai Municipal Council, in his report, says that there is no better means of disposing of human excreta than returning it to Mother Earth, as is done by the Chinese farmers, and that fermentation in covered pits or jars, will reduce the offensive smell, and is sufficient to kill all the germs. Our own acting Medical Officer of Health, as I understood at the time, in support of his argument said that under certain conditions it would not cause typhoid fever, but it might give rise to cholera, if the vegetables were eaten uncooked. Who are we laymen to believe? In view of the sacrifices having been made for experimenting with sanitary theories I am opposed to making further sacrifices by depriving the Chinese gardeners of their means of livelihood. I don't think the by-laws were ever intended to apply to the gardeners at Kowloon, who have, for generations, been allowed to carry on their trade without unnecessary interference.

Mr. Humphreys (minuted): I agree with Mr. Lau Chu Pak. The whole question was gone into about six months ago, and then the Board decided not to interfere with Chinese gardeners at Kowloon who were more than 100 feet away from a public highway. It would be hardly capping our own farmers, as against Cantonese farmers, and as the latter supply most of the vegetables that come into this market without any restrictions whatever, the recommendation of the Principal Civil Medical Officer would only inflict a useless hardship.

Mr. Fung Wa Chun (minuted): I don't think we should interfere with the Kowloon farmers' present method of fertilizing. In my opinion there is no cause for apprehension on the part of the Principal Civil Medical Officer, for if there was any danger of typhoid or cholera being contracted through human excreta being used as manure there would not be an existing soiled roughout China, where human excreta is generally used.

The Captain Superintendent of Police (minuted): I agree with Mr. Lau Chu Pak and Mr. Fung Wa Chun.

The Hon. the Registrar General (minuted): There is no need to re-open the question which was thoroughly discussed in February last.

OVER-CROWDING.

A report was submitted to the Board relative to over-crowding in the month of September, which showed that during that month from the various health districts of the City thirty-nine prosecutions were brought, and 267 people ordered to vacate other over-crowded premises.

LIQUOR EXAMINATION.

The Government Analyst submitted his report of examinations made under the Sale of Food and Drugs Ordinance, during the month of September, in which period he examined six samples of milk, four of rum, and four of whiskey, all of which he found genuine.

LIMEWASHING.

During the fortnight ending Tuesday, 9th October, 343 houses were limewashed and cleaned under the supervision of the Sanitary officials.

PUBLIC WATER SUPPLY.

The Government Analyst submitted his report on samples of water taken from various wells in the Colony during the month of September, all of which he was able to pronounce of excellent quality.

FIR PLANTING EXTRA-ORDINARY.

PLANTER CLAIMS HIS COSTS.

In the Supreme Court this morning, before his Honour Mr. A. G. Wise, Police Judge, presiding in Summary Jurisdiction, the case was resumed in which Wang Wan and Wong Yip sued the 12 Wo Ki firm for recovery of the sum of \$964.55, money alleged to be due to the plaintiffs by defendants for work done under a contract dated 4th December, 1905, whereby the defendants were to dig pits and plant fir trees and sow fir seed in the New Territory, for and on behalf of the defendant firm.

Mr. R. Gardiner, of Mr. O. D. Thompson's office, appeared for the plaintiffs, Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, representing the defendant firm. In this case the facts were that the defendants contracted with the plaintiffs for the latter to dig 105,000 pits and therein plant an all fir trees, or sow fir seed as required, on certain land in the New Territory, the trees and seed to be supplied by the defendant firm. The pits were to be ready by Chinese New Year, and they were dug within contract time, but plaintiffs could not obtain either the trees or seed from the defendant firm, being put off with various excuses of their not having arrived, or not being ready. This went on till the 4th May, when the plaintiffs' jobs, finding they had no work to do, and no immediate prospect of being paid for the work they had already done, left the plaintiffs and got work elsewhere. Repeated applications were made to the defendant firm for the money due by them to the plaintiffs, but the latter simply put them off and told them to wait. Subsequently they raised the excuse that the pits were not of the proper size, and then that plaintiffs had not fulfilled their contract, as they had not planted any trees or seed. The contract provided that the defendant firm was to supply the trees and seed, and that they were all to be planted by the Chinese New Year, but as defendants failed to supply them it was the defendants who broke the contract, and not the plaintiffs.

Evidence having been called in support of the above statements, the case for the complainant closed.

Mr. Master, in opening the case for the defence, said that the defendants admitted that a contract was entered into, but it was with plaintiffs' firm, and not with them individually. As regards the price, it was absurd to say that the contract was for eleven cash per pit dug and tree or seed planted therein.

His Honour: The position appears to be all wrong, as this thing you gave is not a legal contract as it is not stamped.

Mr. Master: I am arguing on the verbal contract, my Lord. We admit that a certain number of holes or pits were dug, and a sum of money was paid for it.

Mr. Gardiner: Yes, a small sum, as mentioned in the statement of claim was paid, but not a tenth of what was due.

His Honour: Oh, well, there is little doubt that that point will go to the Registrar to decide.

Mr. Master: The majority of the pits were not of the proper size as required by the contract.

His Honour: Well, that is a question for you to prove. I am not going to measure the holes.

Mr. S. T. Dunn, Superintendent of the Afforestation Department, said that he had a copy of the contract for the supply of the trees and seeds by his department; it was a signed copy.

His Honour: Is it stamped?

Mr. Master: Government contracts do not require to be stamped, my Lord.

His Honour: Yes, I believe you are right.

Mr. Dunn, continuing, said the contract with plaintiffs was for \$21 per 1,000 pits. He had seen that contract.

His Honour: Were plaintiffs to supply the trees and seed?

Witness: No my Lord; we were to furnish those; and there was to be an allowance if seeds were planted instead of trees. By the 10th March 2006 pits had been dug; some of proper dimensions and in proper places. But the majority were not the proper size and so I told the contractor he would not be paid if the work was not properly done. Some of the holes were not deep enough, and there was no time to deepen them, so the price was cut.

His Honour: Were the trees planted?

Witness: Some were sown and some planted. The trees first came to hand to be planted on the 27th April.

To Mr. Gardiner: In all up to 7th July 89,000 were planted. No trees were planted subsequently. I have not seen any vacant pits; that is in which no trees have been planted. The proper size, according to the contract, for the pits was one cubic foot. These pits were not deep or wide enough, and were, moreover, too near other trees. I cannot, of course, say if all the pits inspected were those dug by the plaintiffs; other people had dug them too. It was usual to dig pits as soon as the weather showed signs of remaining dry; that would be about November. The same man who dug the pits would not necessarily be the same who planted the seed or trees; usually they would want more experienced men for the planting work. If the pits are not deep enough they do not produce such good trees. The proper price was seven cash per pit and tree planted; the sub-contractor could charge eleven if he liked. As a fact I only paid my contractor three cash when the pits were not of proper dimensions. It would be a simple matter to plant 1,000 trees a day.

Further evidence along the same lines was adduced, and the case was adjourned till Monday next.

It is stated that the s.s. *Algoa* will be despatched from San Francisco about the 18th inst., for Hongkong and intermediate ports. She will bring forward all the cargo of the *Manchuria* which was stranded near Honolulu on 23rd August. The *Algoa* is due to arrive at this port about the 15th November.

SHIPPING MAGNETS COMING EASTWARD.

TWO ROYAL HIGHNESSES.

Reuter wired out the other day that a party of Danish financiers representing the East Asiatic Company were to leave for the East shortly to visit Siam, China, and Japan and ports where their Company does business, and a representative of the *Singapore Free Press* called at the Company's local Agency to obtain details of the projected trip.

Our representative was courteously informed that the "financiers" are the directors of the East Asiatic Company of which Mr. H. N. Anderson is the managing director, and that Prince Waldemar of Denmark, who comes out with the party with his nephew Prince George of Greece, is financially interested in the Company.

The party are to make the voyage in the Company's fine big steamer *Burnish*, which has been just docked and refitted for the purpose, and has already left Copenhagen to pick up her "passengers" at Marseilles or Brindisi. The *Burnish* was formerly one of the Castle liners and makes an ideal yacht. She was, however, bought by the Danish company just before the Russo-Japan War to cope with the heavy demand for troops to convey the Russian soldiers to the Far East. Recently, however, she has been occupied in taking tourists northwards to witness the glories of the midnight sun, and also took a large number of sightseers to Tromsheim for the Coronation of the King and Queen of Norway.

It will be about the middle of November, however, before the *Burnish* with her interesting passengers will arrive at Singapore, for a considerable stay is to be made in India at Bombay and a call may even be made at Calcutta. The party are, however, due at Hongkong on Dec. 1, and after a further lengthy stay here, where the Company has important interests a visit will be made to China and Japan.

THE S. S. "YUE-SANG."

SAFE AT MANILA.

Says the *Cablenews*, of 10th inst.:—Considerable concern was expressed yesterday in shipping circles for the safety of the steamship *Yuen-sang*. She left Hongkong Thursday and was due here Saturday, and if she does not come in to-day she will be four days overdue.

Messrs. Smith, Bell and Co. cabled to their agents at Hongkong, but did not get any reassuring news.

Although strong winds have been blowing on the China Sea for the last 48 hours, they have been strong enough to disable a boat like the *Yuen-sang*. The *Cablenews* was informed by the Observatory last night that no storms of consequence have been recorded.

A rumour that the *Yue sang* was at Mariuete in a disabled condition was brought to the office of the Atlantic and Pacific Co. this morning, but was not confirmed. And at 5 p.m. yesterday Smith, Bell and Co. had not heard anything of her.

When it became known at 3 o'clock that the *Yue sang* was coming in to the harbour, several launches went out to meet her hoping that she had signified the *Yuen-sang*.

But the skipper reported that he did not see her, and in fact did not know of her being overdue until told of it. The *Yue sang* herself was some hours late, being due to arrive at daylight. The captain reported a heavy North-East gale from Hongkong to Point Piedra.

Later advices were received at the *Cablenews* office last night to the effect that the *Yuen-sang* dropped anchor in the bay just as it was getting dark. As she came in too late to be boarded and inspected, nothing could be learned of her condition.

A letter issue of the same journal says:—The steamship *Yuen-sang* anchored in the bay Tuesday night at 9 o'clock, being over three days overdue. She brought two stowaway passengers a general cargo and 200 head of cattle, 11 head of which were lost overboard during the storm which weathered. The loss of the cattle was the only damage sustained. Not even a stanchion was broken.

She ran into a strong North East gale at 7.15 p.m. October 4. She hoisted until 11 a.m. October 5 Captain Mooney tried to keep her on her course, but at 1.30 p.m. he was compelled to hoist to again, which position he kept until 6 a.m. October 6. She then ran south until 11.45 a.m. of the same date, and then hoisted to again until 8.40 p.m. of October 7. The wind then moderated and she came on to Manila without further difficulty.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Nona.
Buyers:—Hongkong Banks \$800, Hongkong Fire \$374, China Fire Insurance Co. \$95, Shell Transports 29/6, Electric \$14, Indemnity \$215.
Sellers:—Unions \$775, Cantons \$30, Indo-China \$74, China and Manila \$23, Douglas \$42, China Sugar \$12, Kowloon Wharves \$54, Hongkong Land \$108, West Point \$50, Hongkong Hotels \$115, Humphreys Estates \$113, Cottons \$13, China Borneo \$10, China Providents \$50, Cements \$91, Ices \$136, Ropes \$27, China Light and Power \$10, Powells \$870.
Sales:—Raubs \$93, Humphreys Estates \$114, Watsons \$121.
Nominal:—National Banks \$37/HK. C. & M. Steamboats \$16, Hongkong Dock \$153, Shanghai Docks \$15, 106, Hongkong Wharves \$15, 237, Dairy Farms \$17.

TO-DAY'S EXCHANGE.

Selling.

11 A.M.
London—Bank T.T. 23 1/2
Do demand 23 3/16
Do 1 month's sight 23 3/16
France—Bank T.T. 23 1/2
America—Bank T.T. 23 1/2
Germany—Bank T.T. 23 1/2
India T.T. 168 1/2
Do demand 169
Singapore T.T. 73
Japan—Bank T.T. 110 1/2
Java—Bank T.T. 150 1/2

Buying.
1 month's sight L/C 23 1/2
3 months' sight L/C 23 1/2
30 days' sight San Francisco & New York 55 1/2
12 months' sight do 56 1/2
30 days' sight Sydney and Melbourne 74 1/2
4 months' sight France 289 1/2
6 months' sight do 290 1/2
4 months' sight Germany 237 1/2
Bar Silver 37 1/2
Bank of England rate 25 1/2
Sovereign 4 1/2

THE DOCK STRIKE.

CARPENTERS RESUME WORK.

When the carpenters at the Kowloon Docks last week presented a demand for increased wages, which was accompanied by the threat that the operatives would go on strike, if their demand was not complied with, a meeting was held at all the owners of ship-building and ship-repairing yards in the Colony. It was decided that the demand should be resisted. Every firm, European and Chinese, with a single conspicuous exception, agreed to the only expedient line of action under the circumstances. As the carpenters continued to leave the works, the owners remained to all appearances indifferent to them until, speaking as regards the largest establishment, practically all the men had left the works excepting the foremen carpenters. By virtue of the concerted action agreed upon the men could not all hope to obtain employment even though a single firm was actually paying the higher rate of wages. Fortunately for the labour condition of the Colony the firm in question is far from being anything like the principal employers of labour so that their works soon had a sufficiency of the skilled men for whose services they were paying a larger rate of wage than currently obtained in the Colony.

The strikers could not hold out longer than their means would allow them, and when the wherewithal to sustain the strike began to give out the men had ultimately to give in. Yesterday a number of men began to troop in past the gatekeepers at the Kowloon yards, and this morning, we believe, the number of carpenters resuming duty was largely increased. It is expected that by to-morrow, or during the week, the strike will be completely over, and the work in the carpenters' department at Kowloon will proceed with as much energy and vigour as before.

To-day's Advertisements.

E. H. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 17th October, 1906, at 11 A.M., at ARMY ORDNANCE STORES, Queen's Road East, THE FOLLOWING

GOVERNMENT STORES at the ARSENAL YARD, Comprising:—

OLD BRASS, GUNMETAL, COPPER, WHITE METAL, LEAD, MINE CASES, BERKFIELD FILTERS, LEATHER CASES, INTRENCHING TOOLS, IRON SHACKLES, ZINC, STEEL, CAST, WROUGHT AND GALVANISED IRON, LEATHER, BLANKETS, SERGE, TENT, DUCK, TARED AND PLAIN CANVAS, ROPE, DOOSOTIE, BUNTING, LINEN, COTTON AND WOOLLEN RAGS, IRON DRUMS AND CYLINDERS, WADMIL, FILTS, PAINT KEGS, WOOD, PACKING CASES, &c., &c., &c.

ALSO A quantity of PART WORN and OLD CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of description at purchaser's risk, on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH, Auctioneers. Hongkong, 16th October, 1906. [1010]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY, the 18th October, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE,

ALSO One COTTAGE PIANO by Haake, Hannover.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 16th October, 1906. [1012]

NOTICE.

WE have Established ourselves to-day under the Firm name "ULDERUP & SCHLUTER," Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

J. P. ULDERUP, C. SCHLUTER. Office: 1 & 2, Beaconsfield Arcade. Hongkong, 15th October, 1906. [1008]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 16th October, 1906. [996]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. The Steamship

"MERIONETHSHIRE" will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE" on or about the 20th November. For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 16th October, 1906. [1011]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS are RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following vessel during her stay in Hongkong Harbour:—ESKASONG, British ship, Captain McBurnie—Dodwell & Co., Ltd.

Intimations.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

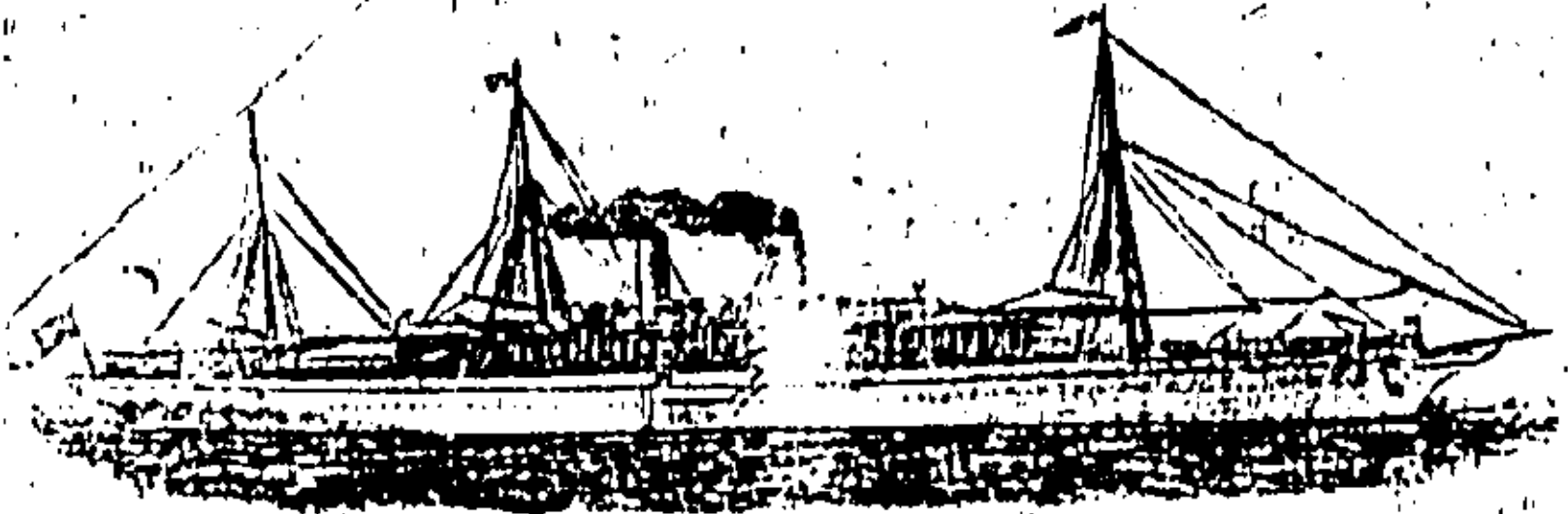
Krauss, &c.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....4,425.....		SATURDAY, October 20.....	November 12
"EMPERESS OF CHINA".....6,000.....		THURSDAY, October 25.....	November 12
"EMPERESS OF INDIA".....6,000.....		THURSDAY, November 22.....	December 10
"ATHENIAN".....3,882.....		WEDNESDAY, November 28.....	December 22
"EMPERESS OF JAPAN".....6,000.....		THURSDAY, December 20.....	January 7
"MONTEAGLE".....6,163.....		WEDNESDAY, December 26.....	January 19

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....£44 St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. £42.
R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 6th October, 1906. D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA.....	YUENSANG	WEDNESDAY, 17th October, 4 P.M.
MANILA.....	LOONGSANG	SATURDAY, 20th October, 4 P.M.
SHANGHAI.....	HANGSANG	SUNDAY, 21st October, Daylight
SCAPORE, PENANG & CALCUTTA.....	YUENSANG	SATURDAY, 27th October, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	CHINGTU	17th October.
CEBU and ILOILO.....	SUNGKIANG	18th "
YOKOHAMA and KOBE.....	TAIYUAN	19th "
SHANGHAI.....	KIUKIANG	20th "
SHANGHAI.....	YOHOW	24th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers through Bills of Lading for all New Zealand and other Australian Ports.

‡ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
RUBI.....	2540	R. Almond	MANILA VIA AMOY	FRIDAY, 19th October, at 5 P.M.
ZAFIRO.....	1510	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR".....	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages fit each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until counters ordered.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well and true, free from errors, and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, ICE HOUSE ROAD,

Hongkong.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HANSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA" the steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN VIA SHANGHAI.	Captn.	1st November.
RHENANIA.....	v. Hoff	1st November.
HOHENSTAUFEN.....	Jaeger	2nd December.
SILESIA.....	Bahle	2nd January.
SCANDIA.....	v. Doehren	1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COL. MBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.	Captn.	2nd November.
HANSBURG.....	Fuller	2nd November.
RHENANIA.....	v. Hoff	14th December.
HOHENSTAUFEN.....	Jaeger	15th January.
SILESIA.....	Bahle	8th February.
SCANDIA.....	v. Doehren	22nd March.
HANSBURG.....	Fuller	5th April.
RHENANIA.....	v. Hoff	17th May.
HOHENSTAUFEN.....	Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

NEXT SAILINGS OUTWARD	
FOR SHANGHAI, KOBE & YOKOHAMA.....SITHONIA	19th October.
FOR YOKOHAMA & KOBE.....SEGOVIA.....	20th October.
FOR SHANGHAI, KOBE & YOKOHAMA.....RHENANIA	1st November.
FOR SHANGHAI, KOBE & YOKOHAMA.....ANDALUSIA	13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.	Captn.	17th Oct.
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.		
FOR HAVRE, ANTWERP AND HAMBURG.....	SENEGAMBIA	17th Oct.
FOR NAPLES, HAVRE AND HAMBURG.....	HANSBURG	2nd Nov.
FOR HAVRE, ANTWERP AND HAMBURG.....	TEUTONI	10th Nov.
FOR HAVRE, BREMEN AND HAMBURG.....	BRISGAVIA	16th Nov.
FOR HAVRE AND HAMBURG.....	SEGOVIA	20th Nov.
FOR HAVRE and HAMBURG.....	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	RHENANIA	14th Dec.
FOR HAVRE AND HAMBURG.....	C. FERD. LAEISZ	22nd Dec.
FOR HAVRE AND HAMBURG.....	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	HOHENSTAUFEN	11th Jan.
FOR HAVRE AND HAMBURG.....	ALESIA	25th Jan.

Hongkong, 12th October, 1906. [654]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1906. [979]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship

"YEDDO," Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 3rd October, 1906. [975]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 5,000 tons, Captain W. E. C. S. Filmer, will be despatched at above, middle of Decem. ber.

Taking Freight and Passengers to other Western Coast Ports of So. Am. America.

The above Steamer has a splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA, Manager, Yok Building.

Hongkong, 4th October, 1906. [848]

THE HONGKONG TELEGRAPH

OFFICE.

CIRCULARS.

EXPRESS.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

PAMPHLETS.

CARDS.

CIRCULARS.

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EXPRESS.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

PAMPHLETS.

CARDS.

SIR T. LIPTON AND THE CUP.

PROSPECTS OF A "SHAMROCK THE FOURTH."

With reference to the possibility that has been mentioned that Sir Thomas Lipton may make another attempt next year to win the America Cup, much will depend, I believe, on the conditions that would be allowed to govern the race, says a correspondent to the P. M. G. On this point the position at the present time is somewhat uncertain. It may be recalled that two years or so ago Sir Thomas Lipton wrote to the New York Yacht Club asking whether they would consider a challenge under their new rule—the "Universal rule," as they called it. They replied somewhat indefinitely that they would be glad to consider the question when the challenge was sent; and there the matter has since rested.

The value of the new rule is that it encourages a more wholesome type of boat and discourages, by handicapping excessive dimensions, anything of an extreme or freak nature. In the opinion of yachting experts in this country there is nothing to encourage Sir Thomas to challenge again under the old conditions, and it is fully recognised that it can be no easy matter, even under the new rule, to design a boat that will have a reasonable chance of winning the race against the accumulated experience of Barr and Herreshoff. An English-built boat has not only to stand the test of an ocean voyage, but it has also practically to be refitted when it reaches the other side—two very severe conditions from which the American boat is, of course, entirely exempt. To have a real hope of winning, therefore, Sir Thomas, it is pointed out, would have to select a designer who could build something better than Herreshoff, and that is a very difficult proposition. It should not, therefore, be too readily assumed, because Sir Thomas Lipton happens to be setting out on a visit to America, that next year will see another race for the cup. Nothing, at any rate, has yet been decided, although yachting men, both here and in America, would be delighted, I believe, if another race could be arranged. Sir Thomas has already tried with three Shamrocks, and under ordinary circumstances, three attempts would be considered sufficient. Sir Thomas, however, is very popular in America, and such special luck is supposed to attach to the four-leaved Shamrock, that it is not impossible he may at last be strongly urged during the next few weeks to try his fortune with a Shamrock the Fourth.

A BURIAL SENSATION.

London, Aug. 27.

Amid the gloom of last night, broken only by the fitful light of a solitary lantern, the body of Frederick Child was lowered into a grave in Beconsfield Churchyard, and never a prayer was said over it.

The nearest approach to one was the passionate cry from the dead man's sister: "May God have mercy on his soul—more mercy than he has had from man." And some one standing near by responded: "Hear hear."

Child made a murderous attack on his employer's wife last Wednesday and then shot himself. A verdict of "Felo de se" was returned at the inquest.

A gentleman who was watching the pitiful burial turned to a curate who was present in his cassock and asked: "Are you a priest of the Church?"

"I am," was the reply.

"Have you not said one prayer over this man?" he asked.

"Not one," the curate replied, with emotion.

"Then it is a shame," said the gentleman.

"By what right do you ask this question?" the clergyman asked.

"By the threefold right of an Englishman, a professing Christian, and a member of the Church of England," was the answer.

"The law of England has been kept tonight, whatever you say," the curate said.

"Then God help the law of England!" the stranger retorted.

The Rev. W. D. Hawken, the curate, explained his position in an interview.

"I have only done my duty," he said.

"The Church orders that no service shall be said over persons who take their own life and where a verdict of 'Felo de se' is returned. And why should a service be read? It would be a mockery. In days gone by such persons were buried at the cross-roads and a stake run through their bodies. Nothing was done last night to violate the feelings of the mourners, except that no prayer was said."

ON an average, thirty-one people lose their lives yearly by accidents in the Alps.

It is quite legal for a child to be christened by a single letter instead of a name.

THE first attempt at which Paris, in 1662, charged a fine of five sous (2d.).

THE life was used in military bands as early as the year 1525 at the siege of Pavia.

THE quickest-acting poison is prussic acid. It causes almost instantaneous death.

BEFORE the Norman conquest Winchester, not London, was the capital of England.

HAZEL, in proportion to its population, takes first place as a country of coffee drinkers.

KENT has more ancient ruins than any other British county.

THE Mexican lapdog is the smallest known variety of dog.

114 Manchurian dogs are grown for their hides which fetch about two shillings each.

PEAK.

Losell, Dr.

Bar on, Miss
Bloemer, Mr. and Mrs.
Bolton, Mr.
Bodley, Mrs. N.
Burns, Mr. and Mrs.
Caldwin, Mr. and Mrs.
Caruthers, E. S.
Clark, Mrs.
Clasen, Mr.
Clegg, Eng.-Lieut. &
Mrs. H. J.
Clothing, Mr. and Mrs.
Cobden, A. S.
Craig, Mr. and Mrs.
Darling, Col.
Durand, Mr. and Mrs.
Dukel, Miss
Dutton, Mr.
Egan, Mr. and Mrs.
Fegner, T. H.
Fellows, Mr. and Mrs.
Foster, Miss
Macfarlane, Dr. H.
Markey, V. K.
Martins, O. B. H.
Mills, Mrs.
McCaless, Dr. and
Mrs.
McIsaac, Mrs.
Melrose, R.
Melrose, W.
Mitchell, R.
Moon, Mr. and Mrs.
Morehead, S. S. Mrs.
Morehead, Mr. &
Mrs.
Moxon, Mr. & Mrs. H.
Muble, E.
Munro, Mr.
Pasquet, Madam and
family
Patterson, Mr. & Mrs.
Patterson, Mr.
Popepleton, Mrs.
Ray, Mrs.
Reck, Mr. and Mrs.

Sawyer, Mrs. W. E.

Fuller, Miss
Gale, Capt. J. R.
Gelstrops, Mr.
Goodwin, A. P.
Greenhill, Mr.
Gregory, A.
Gundres, Mrs.
Hall, Miss
Hareland, F. A.
Heffner, Mrs.
Hinnin, M.
Screver, Mr. and Mrs.
Searle, Rev. G.
Seggis, T.
Seymour, Col. & Mrs.
Sinclair, A.
Sirley, Mr. and Mrs.
Skottowe, Mr. & Mrs.
A. B.
Squale, Mr.
Toneham, Mr.
T.

Thompson, Mrs.

Johns, H. O.	Thompson, Capt. and
Johnson, L. A. M.	Truman, Mr. and Mrs.
Joseph, Mr. and Mrs.	Truman, Miss
E. S.	R. W.
Josling, Lt.-Col.	Week, Mr.
Kill, Mr. and Mrs.	Weismann, Mr. & Mrs.
Kistowsky, Mr. & Mrs.	W. C.
F. von	Wilford, F. C.
Leah, Mr.	Williamson, Mrs.
Leefe, Mr.	
Longies, Mr. and Mrs.	

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Adams, M. and Mrs. F.	Smith, E. Grant
R. I.	Smith, Mr. and Mrs.
Barnes, H. J. O.	Grant
Bird, H. W.	Smith, Percy

Webb, Mr. and M

Falloon, C. H.	Moniaque
Gaskell, Mr. and Mrs.	Young, J. A.
Jamieson, P. S.	
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Bruder, C.	Kunhardt, F. G.
Delestrade, H.	Munro, Miss A.
Dureux, G.	Penker, M.
Gilbert, C.	Regalzar, Gaston
Glahu, F.	Stiller, A.
Halm, J. W.	Tento, F.
Hajjo, Capt. R.	Wilke, D.

NA STATION.	
CAPTAIN.	LAST REPORTED A
H. L. La T. Leatham	Hongkong
W. Vaughan-Lee	en route Weihaiwei
Frederick E. G. W. Davidson	Hongkong
Frederick W. L. Famber	Yan-tsu
B. L. Majendie	Weihaiwei
	Hongkong
C. D. S. Raikes	Shanghai
V. Savory, M.V.O.	Weihaiwei
Frederick Hughes	Hongkong
Went-Dalton	Hongkong

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Y. de Horsey	Yangtze
Thursby	Weihaiwei
ander Percy Crabtree	West River
Tuke	Weihaiwei
ander Robert L. Vaughan	Australian Station
ander J. Kid	Hongkong
entnick	West River
ander E. C. Walcott	Yangtze
ander H. T. Bay	Hongkong
ander J. S. Snyne	Yangtze
Strath	Hongkong
H. P. Williams	Hongkong
ander E. E. Proctor	Yangtze
ander R. M. R. West	Yangtze
ander Stevenson	Weihaiwei
R. W. Glennie	Swatow
ander C. E. L. Thomas	Weihaiwei
ander G. B. Spicer-Simson	Yangtze
ander G. J. Todd	Yangtze
ander Jno. F. Knox	Yangtze

ATION.	
LANDING OFFICERS.	LAST REPORTED AT
.....	Haiphong
.....	Haiphong
Kerihuel	Cape St. James
.....	Canton
.....	Shigon
e Blanc	Chefoo

..	Saigon
..	Saigon

Shin	...	...	...	...	Saigon
u	...	...	...	...	Hongkong
de-Seine	...	...	...	...	Hongkong
4	...	...	...	...	Saigon
...	...	...	...	...	Haiphong
roller	...	...	...	...	Haiphong
Sagot-Duvauxroux	...	...	...	...	Saigon
Sinon	...	...	...	...	Haiphong
ruster	...	...	...	...	Saigon
Laporte	...	...	...	...	Bale d'Along
Terquem	...	...	...	...	Saigon
...	...	...	...	...	Saigon
er	...	...	...	...	Chungking
band	...	...	...	...	Tongku
...	...	...	...	...	Saigon
Bessaud	...	...	...	...	Haigay
ux	...	...	...	...	Saigon
nt-Brechignac	...	...	...	...	Saigon
ear-Admiral de Marolles	...	...	...	...	Saigon
the local naval defence of	...	...	...	...	
Capt. Passerote de Silans	...	...	...	...	Hongkong

Upper Yangtze

rouse	111	111	000	000		Hongay
oon	000	000	000	000		Saigon
						Hongkong

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...and the fact that the *Journal* is a journal of the American Psychological Association, the largest and most prestigious of the psychological organizations in the United States, is a source of great pride for me. I am sure that the *Journal* will continue to be a valuable resource for the psychological community and for the general public.

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Mails.



**THE PENINSULAR AND ORIENTAL
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FOR STRAITS, CEYLON, AUSTRALIA,
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THE Steamship

Captain J. D. Andrews, R.N.R., carrying His
Majesty's mails, will be despatched from this for
BOMBAY, on SATURDAY, the 20th October,
at Noon, taking Passengers and Cargo for
the above ports in connection with the Com-
pany's S.S. *Mongolia*, 9,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Marmora*
due in London on the 1st December, 1906.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 6th October, 1906.

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The S.S. "TOURANE"

Captain Lancelotti, will be despatched for MAR-
SEILLES on TUESDAY, the 30th October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *Australien* 13th November.

S.S. *Tonkin* 17th November.

S.S. *Ernest Simons* 19th December.

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Hongkong, 16th October, 1906.

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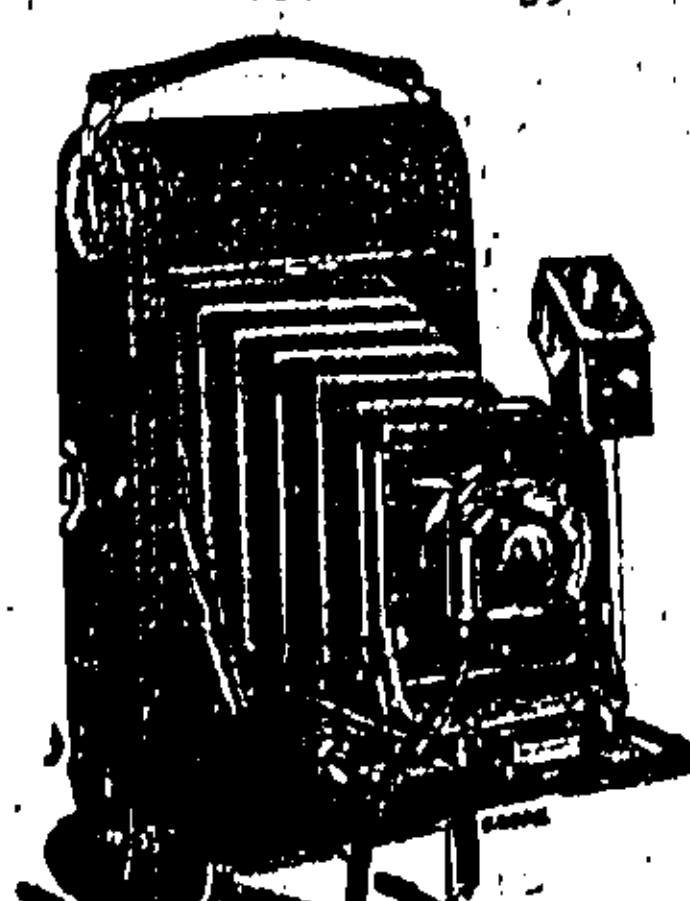
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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKETS, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$210,000 \$12,735 \$150,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	\$800 London £95.10
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1901	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$3,000,000 \$1,131,131 \$1,132,844 \$169,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$229,488 \$2,616 \$1,226,928	\$2,792,271	Interim div. of 1/30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,0				